

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1752

IN THE MATTER OF:

Served September 26, 1977

Application of SUBURBAN TRANSIT)
COMPANY for Temporary Authority to)
Conduct Regular-Route Operations -)
Oxon Hill)

Application No. 1011

By Order No. 1745, served September 8, 1977, Suburban Transit Company was granted temporary authority to conduct regular-route operations between specified points in Oxon Hill, Md., on the one hand, and, on the other, specified points in the District of Columbia upon full compliance with the following conditions: (a) filing two copies of an appropriate temporary authority tariff; (b) filing a notarized statement of compliance with Commission Regulation No. 68; and (c) making available for inspection a suitable back-up vehicle. Said order further provided that failure fully to comply would render the conditional grant of temporary authority null and void, and that the said application would stand denied in its entirety effective upon the expiration of the 10-day compliance time.

On September 21, 1977, applicant tendered for filing a document captioned WMATC Tariff No. 2. The tariff contains several technical errors which can readily be corrected. Applicant's certification of compliance with Regulation No. 68 is also technically deficient, but its correction should not pose an insurmountable obstacle. Nevertheless, both of these documents were filed late and in inadequate condition.

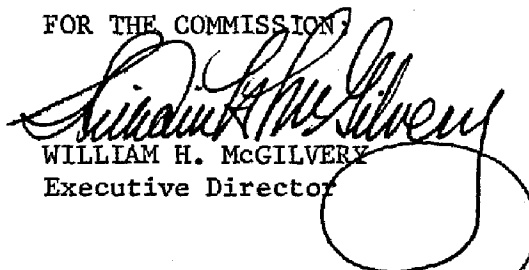
On September 21, 1977, a member of the Commission's staff inspected applicant's back-up vehicle, a 1964 vehicle with a seating capacity for 49 passengers. This bus had a temporary registration from the District of Columbia and had not yet been inspected by that jurisdiction. The expiration date for this temporary registration is October 10, 1977. This bus has several obvious defects including a broken speedometer, inoperable windows and reading lights, an inoperable windshield wiper on the passenger side and a defective horn. In addition, several windows, including the windshield, are cracked, two of six tires are in less-than-fair condition, one headlight has no high beam, and the defroster cannot be used in conjunction with the air conditioning system. The inspector also noted a possible mechanical problem in the front suspension of the bus evidenced by excessive vibration in vehicle steering. While some of these items relate to passenger comfort and convenience, there are enough questions of a more serious nature to preclude Commission approval. Indeed, the fact that the bus has not passed District of Columbia inspection is wholly dispositive. Obviously, this bus is in violation of the Commission's safety regulations (see General Order No. 8,

served September 20, 1963), and is not suitable for use in regular-route operations. Applicant's primary vehicle is a 1956 bus in reasonably good condition for a vehicle 21 years old. However, under these circumstances, a suitable back-up vehicle is essential to the likelihood that service will be continuous and adequate.

Inasmuch as applicant has failed fully and timely to comply with the mandate of Order No. 1745, Application No. 1011 stands denied.

THEREFORE, IT IS ORDERED that Application No. 1011 of Suburban Transit Company be, and it is pursuant to Order No. 1745, denied, effective September 19, 1977.

FOR THE COMMISSION:


WILLIAM H. MCGILVER
Executive Director